

RANKS

THE CHARTERED BANK OF INDIA
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853
HEAD OFFICE—LONDON.

PAID-UP CAPITAL £1,200,000
RESERVE FUND £1,600,000
RESERVE LIABILITIES OF PROPRIETORS

NEW ADVERTISEMENTS
FROM EUROPE.

DEUTSCH-ASIATISCHE BANK.
CAPITAL FULLY PAID UP...Sh. Taels 7,500,00

SOCIETE DES PULPES ET
PAPETERIES DU TONKIN.

BRANCHES:
Berlin, Hamburg, Calcutta, Hankow,
Tientsin, Peking, Tsinanfu, Tsingtau,
Kobe, Yokohama, Singapore.

For the Board of Directors,
T. F. HOUGH,
Chairman,
Hongkong General Purpose Committee
Hongkong, 1st September, 1940. (100)

**DIRECTION DER DISCONTO-
GESELLSCHAFT
DEUTSCHE BANK
S. BLEICHRODER
BERLINER HANDELS-**

THESE TALES are not the woven tissue of the writer's brain, but are veritable **STORIES FROM LIFE**, from the author's large observation among the sort of people depicted. The book reveals undercurrents and conditions of life in the Far East little known to the ordinary resident.

KELLY & WALSH, LTD.
Hongkong, 27th September, 1910. [11]

ROBERT WARSCHAUER & CO.
MENDELSSOHN & CO.
M. A. VON ROTHSCHILD &
SÖHNE
JACOB S. H. STERN

SILK FANCY GOODS
OF ALL KINDS,
At Extremely Low Prices.

LONDON BANKERS:
Messrs. N. M. Rothschild & Son:
THE UNION OF LONDON AND SMITH'S
BANK, LIMITED.

DON'T DELAY - CALLING

INTEREST allowed on Current Accounts
DEPOSITS received on terms which may
be learned on application. Every description
of Banking and exchange business transacted.
A. KOEHN,
Manager

HOOSAIN-ALI & Co.,
No. 14, Queen's Road Central
Hongkong, 3rd October, 1910. [7]

AUTHORISED CAPITAL	£1,500,000
SUBSCRIBED	1,125,000
PAID-UP	552,000
RESERVE FUND	285,000

CARTRIDGES, SPORTING
 (ABBEYRITE BRAND).
 Loaded by the ABBEY IMPROV
 CHILLED SHOT CO., LTD., Newcastle
 Tyne. Makers of Chilled Hard and Soft S

Daily balance.				
ON FIXED DEPOSITS:				
For 12 months	...	...	4	per cent.
For 6 "	...	...	3½	per cent.
For 3 "	...	...	2½	per cent.

30 Cents Per lb.
A P P L E S

THE
YOKOHAMA SPECIE BANK
LIMITED.

DAIRY FARM CO., LTD [4]

Tokyo	London	Osaka
Nagasaki	San Francisco	Lyons
New York	Shanghai	Honolulu
Bombay	Tientsin	Hankow

Journal of Management Education 30(6)p.789-804
© The Author(s) 2006. Reprints and permissions:
<http://www.sagepub.com/journalsPermissions.nav>

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent
per annum on the daily balance.
On fixed deposits for 12 months 4 per annum
" " " " " " 6 " " " 3 1/2 " " " "

ENTERTAINMENT

THEATRE ROYAL.

TO-NIGHT! TO-NIGHT!

THE GREAT

NICOLA

AND HIS ORIGINAL AMERICAN COMPANY OF SENSATIONAL MYSTIFIERS.

POSITIVELY THE GREATEST SHOW OF ITS KIND EXTANT.

GUARANTEED TO BE THE BIGGEST AND BEST MAGICAL ENTERTAINMENT HONGKONG HAS EVER SEEN.

A POSITIVE SENSATION.

CROWDED HOUSES EVERYWHERE.

NOTHING LIKE IT EVER SEEN IN THIS AGE.

PRICES \$1. \$2. AND \$3.

Booking at ROBINSON PIANO CO.

NOTE—On account of future engagements, this Company positively must leave Hongkong Tuesday, making their engagement only 5 Nights instead of One Week, as previously advertised.

THE COURT-MARTIAL OF LIEUT. SUTOR.

SECOND DAY'S PROCEEDINGS.

When the Court resumed, Lieut. Sutor expressed himself ready to give evidence on his own behalf.

The President—Are the persons you wish to call witnesses as to character only?

Lieut. Sutor—No, they are witnesses as to the truth of the statements in my pamphlet. I think the truth of these touches the assembly of legal experts, and I think it is desirable of legal experts, and I think it is desirable of legal experts, and I think it is desirable of legal experts.

The President—I don't think you quite understood the question. It is whether the evidence of the witnesses you propose to call refers to the statements in the pamphlet, not with reference to the truth of the statements contained in it.

Lieut. Sutor—The statements are with regard to the truth of the statements, but there is also a question as to my honour involved. I wish to put it beyond doubt that there was no foundation for the inquiry that took place at Aldershot as to whether I attempted bribery, and also as to the fact that no effort was made to make clear to my commanding officers that there was no foundation for that inquiry. I think that entitles me to go into the question of my personal honour.

That is what I am here for.

Colonel Little, the prosecutor, pointed out that the truth of the statements in the pamphlet had nothing to do with the question of publication.

Lieut. Sutor—I admit I broke the King's Regulations, and I am not going to contest the publication of the book at all. Continuing, the accused said he was charged with breaking the King's Regulations, and the prosecution had endeavoured to limit the trial to that point alone. In his opinion a breach of the King's Regulations varied according to the nature of these regulations. These were of varying degrees of importance, and the one he was accused of breaking was very recent. The Army had been able to get on without it for many hundreds of years, and people in the Army were always able to speak of it until this particular regulation was made. In fact, in the old days people who tried to improve things by publications of this kind usually got a K.C.B. for it.

"WHO'S WHO" AND "WHAT'S WHAT."

"Surgeon-Major de Bunsio, for instance," continued Lieut. Sutor, "wrote a pamphlet on the Army Medical Service, and was a member of the Bath, and appears in 'Who's Who,' while I shall probably get 'What's What.' Again, take the regulations of the Bengal Army. It is notorious that these regulations constitute a very serious breach of the King's Regulations every hour of the day. The regulation I am charged with breaking is an extraordinary one when it is remembered that in these days people like to put all their best goods in the shop windows."

He (the accused) did not think Mr. McKenna had any Drednoughts up his sleeve that he had not put forward, and he did not think that a regulation of the sort he was charged with breaking was really concerned in anything good to know about the Army or the Navy, was it conceivable that precautions would be taken to prevent it becoming known to the public? But, apart from this aspect of it, he would like to say a word about his idea of military discipline. It was sometimes the duty of an officer to disregard a regulation as it might be his duty upon occasion to disobey an order. When a man upon occasion disobeyed an order, and there was no prima facie evidence that it was done in his own personal interest, or for any selfish end, then his experience of military life was that persons in authority did what they could to find out the facts of the case and do the man justice. An officer who refused to sign his accounts because they were inaccurate was disobeying an order in so doing, but there was always an inquiry to ascertain whether he was justified in doing so. If that man was wrong, he might be shot for all he (Lieutenant Sutor) would say to the contrary, but if he was right the custom of the Service was to get at the fellow who was responsible for the inaccuracy.

In the same way, if an officer believed things were wrong in the Army and tried to have them put right, he should get justice for doing it. This was rather difficult for officers to grasp, because when one touched a commissioned rank by discipline seemed to go to a different way from what it did when the rank and file were concerned. When an officer refused to obey an order he could not demand a court-martial as men of the rank and file could so as to find out who was in the wrong. That point, however, did not apply in his case, because he had got a court-martial, but the result appeared somewhat faulty because the Court was not going into the facts of the case.

MILITARY DISCIPLINE.

Even in the commissioned ranks men had to think of their wives and families. Since he had been under arrest a brother officer had come to his quarters and said, "It is all very well, Sutor, to take your views of things, but I would not do it. I have got a very nice marmalade and I have got to think of her." He himself had got a wife and military discipline. There was still a good deal of feudalism in the Army, and the idea prevailed that when a man got an order it did not matter twopenny whether it was right or wrong, it was his duty to carry it out. That was not true discipline. It was quite as important in the interest of discipline that an order should be a good and reasonable order as that it should be carried out without question or demur.

Take the charge of the Light Brigade, the Lieutenant went on; there an order was carried out that was absolutely wrong. It was a very fine thing and all the world wondered, but the time limit came in, and if the fellow who was ordered to charge had had time it would have been his duty to point out to the man who gave the order that he was an ass. Therefore there was always a question, and a very strong question, as to whether an order was justified or was not justified, and therefore people were not entitled to say that a refusal to obey was technically disobedience, and that settled the whole thing. That Court was not pressed for time, like the officer in command of the Light Brigade, and he was entitled to have the benefit of the time at the disposal of the Court to go into the question of whether the statements in this pamphlet were right or wrong. It might be said what a tremendous difficulty it would be if every officer in the Army was to start this sort of thing, but in his case he thought it would have been better, if, instead of trying him by a court-martial, a court of inquiry had been appointed to ascertain whether there was any ground for the statements he had made in his pamphlet. If one went down to bed-rock it

would be found that military discipline really meant subordinating self to principle, and in the end the subordination of principle to order was the subordination of principle to self. The highest discipline was when a man subordinated everything he had in this world and stood for principle.

AFFECTION FOR THE ARMY.

He had a great affection for the Army and for the men in it, and would like to see the commissioned ranks put on the same ground regarding discipline. He saw many things touching the service, where people set their own interests above duty, a thing which was not a single man among the rank and file who would do what he had known generals to do. General officers had not much chance. They had usually got wives and families for whom they must provide, and it was a hard thing to fight for a wife and family. The object of the court-martial, he understood, was to punish him and to hold him up as an example to all military officers, that they should do their duty.

That was an extraordinary thing to go forth to the British public. If that was what the Court was going to do, then let it do it, but he was sorry for it. In his pamphlet, which was written very hurriedly, he was told he had made a scathing indictment of our Army system, but the court-martial was not trying to ascertain whether there was anything in the indictment. All it had to do was to find out whether there was anything wrong with the Army system.

The President—You are putting words and intentions into the mouth of this Court which I think, on reflection, you will see that you have no right to do.

Lieutenant Sutor—I have made certain reflections in this pamphlet. I refer particularly to the condition of this fort in which we live, and which no one seems to think of any importance at all. I say what is possible with regard to the fort in the United Kingdom, and it is time that somebody said so. If you say that is not a matter of importance, all right; but I think it is important. The object of this court-martial is to punish me for saying so, for committing a breach of military discipline. I do not care what punishment you inflict upon me. I am determined, so far as I can, to see that the full truth comes out, and that I shall have the opportunity of going into the truth of the statements in this pamphlet. I have been looking at our Army system for ten years, and I make those statements deliberately. You may take the view that I am insane. Well, if I am insane, put me in a lunatic asylum. If I am not insane, then give me an opportunity of clearing myself of the accusations against me. This pamphlet goes to Germany, to India, to Egypt, all over the world; yet you tell me that what is contained in it does not matter, that its publication is the only factor of importance. Very well, that is all I have to say.

ALLEGED IRREGULARITIES.

The accused then sat down, and Colonel Little asked what witnesses he proposed to call.

Lieutenant Sutor said he would rather sink the personal aspect of the matter if the Court would consent to inquire into the truth of the statements he had made in the pamphlet. He could prove that at the School of Signalling certain scenes took place before the authorities. He had been up against the authorities, because he thought things were disgraceful. As regards efficiency in the school, he had found officers anxious to learn who had no opportunity of giving them to learn. There had been considerable feeling against him before the affair of the pamphlet came up at the School of Signalling. When he was brought before the commandant, the chief instructor tried to treat him with contempt, and he had to tell that officer to behave himself and to shake his fist in his face.

The President pointed out that the accused was making statements about persons who were not present.

Lieutenant Sutor said he hoped the statements would render it necessary for those persons to be brought to the Court.

The President—If you wish to prove the existence of irregularities, do not do it by making statements against people who are not here.

Lieutenant Sutor—If they are not here, it is no fault of mine.

Continuing, he went on to describe the incidents at the School of Signalling which led to his being sent down from the institution without a certificate, and complained that he had been so sent down on the uncorroborated statement of a non-commissioned officer. He knew enough about military discipline to be aware that the commandant of the school was not entitled to take that attitude, especially as the non-commissioned officer had promised him (Lieutenant Sutor) not to mention the conversation that had taken place between them. He did not wish to get anyone at the school into trouble, and was prepared to resign his commission rather than give the names of the officers whom he thought were concerned in irregularities.

He was sent down because he refused to give those names, and the statement of the sergeant-major of the school was drawn up in such a way that he did not say it was so drawn up intentionally—so to convey the suggestion that he should have been made clearer to his colonel that there was no foundation for that suggestion. He was sent down from the school; his appointment to an adjutantcy of Territorial artillery was taken from him. The Army Council had a perfect right to take that appointment away, and his commission also if they thought fit.

He did not intend to go about the country complaining over it. One man gets kicked out of the Army, and goes to Woodstock and gets elected to Parliament, and poses as a martyr. He himself had other things to do. He wanted an opportunity of showing that he was not deprived of his adjutantcy because he had no signalling certificate. To do that he wanted to call as a witness the member of the Army Council who was responsible for his loss of the adjutantcy. He wanted to call the commandant of the School of Signalling who had sent him away from the school on the unsupported statement of a sergeant-major.

WANTED TO CALL MR. HALDANE.

He also wanted to call Mr. Haldane, the Secretary for War. It was not a great deal to ask this, in order that, after ten years' service in the British Army, he might get some little justice. That court-martial was not composed of great legal lights. They were not German philosophers, thank God! but they were men, and he talked to them as men. He wanted justice, and that was why he desired to have these witnesses called.

The President—What do you want these witnesses to prove?

Lieutenant Sutor said he wished to examine Mr. Haldane with regard to a letter he had sent him which contained many statements that were untrue, and he would like to find out if Mr. Haldane was in the habit of treating other officers as he had treated him. He wanted to examine the commandant of the school of Signalling about the statement he had forwarded to the War Office, on which the interpretation was put that he (Lieutenant Sutor) was attempting bribery. He wanted a member of the Army Council with reference to the loss of the

Territorial adjutantcy, and he also wanted the president of the court of inquiry which sat at Aldershot in April last. Other witnesses he wished to call were Colonel Kent, R.A., self; The highest discipline was when a man subordinated everything he had in this world and stood for principle.

Colonel Little said that while prosecutor did not wish to hamper the accused in his defence in any way, he would submit that the evidence which Lieutenant Sutor desired to call was wholly irrelevant to the charge before the Court, and could not tend to disprove directly or indirectly the simple question of fact which the Court had got to try, namely, whether the accused was responsible for the publication of a pamphlet in which he had expressed his views and opinions on military subjects. That was the only issue before the Court. The truth or otherwise of the statements in the pamphlet, did not in any way bear upon that charge. It would not be in the interests of the public service that a Secretary of State should be summoned to give evidence before a Court assembled to try an issue in which his own department was concerned unless his testimony was essential to the proof or disproof of the issue before the Court. He thought the rule laid down in the rules of procedure applied to the Secretary for War in the same way as they applied to the Governor of a Colony, and that the Secretary for War should not be called as a witness. It was evident that Mr. Haldane could give no personal evidence bearing upon the case, and his attendance for the purpose of being cross-examined upon side issues would be undesirable and even unseemly. With regard to the other witnesses the matter would not be within their official cognisance, and the attendance of some of them would be attended by great public inconvenience.

REQUEST REFUSED.

The Court was cleared while the members considered whether the witnesses should be called. When the public were re-admitted, the Judge-Advocate read a statement, which said that the Court had decided that the attendance of the witnesses desired by accused was unnecessary for the defence.

The accused was then asked to give evidence in his own behalf. Going to the witness-stand he was sworn by Major Buskley, and practically repeated the statement repeated above. He added that he was promised the adjutantcy of the Durham Territorial Artillery if he got a signalling certificate, but was dismissed from the School of Signalling. Afterwards a Court of Inquiry was ordered to investigate certain incidents which occurred at the school. One of the terms of reference to this Court was whether he had asked the sergeant-major of the school if it was possible to obtain copies of test messages by bribery; if he wished to obtain the messages by this means, merely asked the question for his own information.

The Court held that there was nothing which happened at the school that reflected upon his personal honour, but his colonel was not informed that there was no foundation for the suggestion in the terms of reference.

He was in the unfortunate position of having to talk about an army system with which so many men for whom he had the greatest respect, were connected. Some people said he was playing up to the British public. He was rather playing down to them. The fact that his own colonel and other people who knew him personally, and knew what he had said against the Army, were still friendly with him showed that he had no personal feeling in what he had written about the Army system. He had not written about anyone personally, but only professionally, and anything he had said was quite apart from personal feeling. After he had been sent down from the School of Signalling his colonel had again recommended him for the Territorial adjutantcy. The fact that the name of a Regular officer who was at applicant for an adjutantcy in the Territorial Force had to be submitted to a Territorial colonel, and might be the village banker was amusing. He did not think such a man was qualified in any way to decide whether a Regular officer was qualified or entitled to hold the position of adjutant, and he himself felt humiliated.

ACCUSED'S COMPLAINT.

What he really complained of in the matter was that the general commanding at York did not make him personally acquainted with the facts in relation to the adjutantcy, and settle it there and then—said in effect that he was simply a telegraph post to transmit the decisions of the Army Council.

The accused then handed in certain documents connected with the court of inquiry and evidence on his behalf. One of these was an extract from the evidence of Sergeant-Major Simpson, of the School of Signalling. Another was a portion of the evidence of Major Ellershaw, of the same school, in the following terms: "What were the chances of Lieutenant Sutor obtaining a certificate?—He had a 'special' on all reading tests, and, therefore, could have no object in resorting to bribery in order to obtain a certificate."

"This is the document," said the accused, "regarding which General Aldham said there was good ground for an inquiry as to whether I had attempted to bribe the Sergeant-Major in order to obtain copies of the test messages in advance." Copies of telegrams and letters which passed in relation to the incidents at the School of Signalling were also put in, as well as the finding of the Court of Inquiry. This latter was to the effect that Lieutenant Sutor had questioned the Sergeant-Major as to the possibility of obtaining the test messages in advance by bribery, merely for information, and not with a view to obtaining them for his own use. The Court came to the conclusion that Lieutenant Sutor, believing some irregularities were taking place, and had merely desired to clear the matter up, although it was unfortunate that he did not report the matter to the commandant at once.

ACCUSED'S DEMEANOUR.

The accused then asked Colonel MacMahon whether he, however, had any doubt as to his sanity. "Yes," was the reply. "On one occasion. I think it was Aug. 6 last, your general demeanour and conduct led me to have a doubt."

The accused—General demeanour and conduct might mean anything. I might mean I was fit to be in a lunatic asylum or to be Archbishop of Canterbury. What definite acts was I doing?—You who's demeanour was such that you were called a madman, as responsible for your own fate, after consultation with Colonel Kent, to have you medically examined.

Can you give any definite idea as to my conduct on that afternoon? Well, for example, you promised not to communicate with the Press, and that evening you found an interview had been given to the Evening Chronicle. That in itself was sufficient to make me think you were insane.

The fact that I had talked to a reporter after I had promised not to—Yes.

Have you since been satisfied with my explanation about that?—Yes. Since then you explained the interview to my satisfaction, and the matter was cleared up.

Do you regret having in any way suspected my sanity?—No, I thought it my duty to have you medically examined. I am not a judge of insanity, so I had you examined by the doctor.

Lieutenant Sutor—I think what the colonel wishes to convey is that I would not have broken my word not to give an interview unless I was insane?

Colonel MacMahon—That is so. I thought he had deliberately broken his word to me, but that was subsequently cleared up.

MENTALLY FIT.

Colonel Little—The fact that Lieutenant Sutor is before the Court shows that he is sane.

The Accused—Does it?

The President—The Court has got two certificates that you are perfectly fit, mentally, and we are satisfied of your sanity. You were examined yesterday and to-day, and that quite satisfies the Court.

The Accused—I have been examined every day for a fortnight.

Colonel Little then addressed the Court for the prosecution. If the accused, he said, considered he was suffering any wrong, the proper course was not to publish a pamphlet, but to appeal to the Army Council, who were bound in law to examine into the facts, and report to the Secretary of State, who would lay the matter before the King in order to receive his Majesty's directions with regard to it.

The Accused—What redress is there against the Army Council?

Colonel Little said this was the only method open to officers to obtain redress of any grievance, real or supposed, and they were expressly forbidden to adopt any other. The accused in publishing the pamphlet had been guilty of a grave breach of the King's Regulations, issued by authority for the guidance of the Army, and such an act was seriously prejudicial to discipline.

On the application of the accused, the Court adjourned until tomorrow morning to enable him to prepare an address for his defence.

Rowland's Macassar Oil

FOR THE HAIR

is the Best Preparation you can use

WHY?

BECAUSE when the Hair becomes thin, brittle, and falls out, this is the nearest approach to the natural oil in the Hair; the loss of which causes baldness.

BECAUSE you must keep the Hair well nourished and not dry, or you will soon lose it.

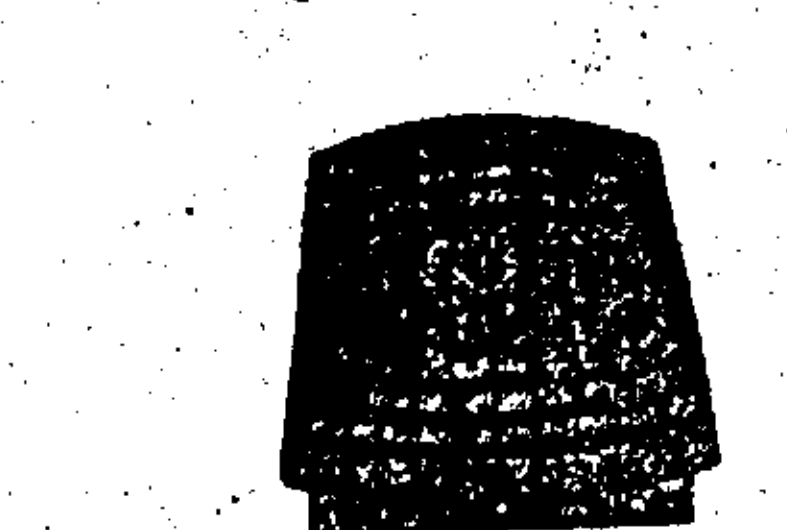
BECAUSE it keeps the Hair soft and silky.

More require it to prevent baldness.

Children require it to lay the foundation of a luxuriant growth. Sold in a Golden Colour for Fair Hair. Of all Chemists and Druggists, 67, Strand, London. Avoid cheap imitations, and only buy the genuine Rowland's.

AS SUPPLIED TO THE HOUSE OF LORDS AND HOUSE OF COMMONS

THORNE'S OLD VAT



THE ONLY PURE MALT SCOTCH WHISKY IN THE WORLD

SCOTCH WHISKY.

SOLD AGENTS IN HONG KONG, CHINA & MANILLA.

A. S. WATSON & CO. LTD.

83-3

APIOLINE

(CHAPOTEAUT)



SAFE REMEDY

For functional troubles, delay, pain and those irregularities peculiar to the sex. Prescribed by the highest French Medical authorities and superior to Tansey, steel Drops and Penny royal.

CHAPOTEAUT, 8, rue Vivienne, Paris.

Sold by all Chemists.

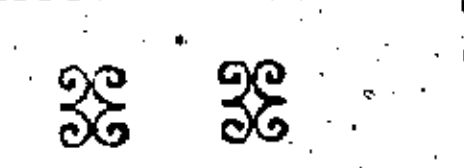
180-5

For your own comfort in Tropical Countries use

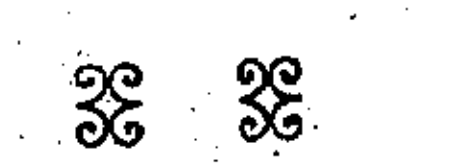
CALVERT'S Carbolic Soaps.

Sold by local Chemists and Stores. Made by F. C. Calvert & Co., Manchester, England.

Guarded against Infection.



Perfect Personal Cleanliness.



Freedom from Skin Irritation.

Calvert's 20% Carbolic Soap.

Among the special purposes for which this powerful antiseptic soap is useful, it has secured a wide popularity as a safeguard against infection, as a protection against mosquitoes and other insects, or for antiseptically cleaning their bites.

Calvert's Carbolic Toilet Soap.

You will appreciate the feeling of thorough purification ensured by the antiseptic properties of this delicately perfumed soap, while its pure quality meets the requirements of even a sensitive skin.

Calvert's Carbolic Prickly-heat Soap.

is most serviceable in warm climates as a preventive of prickly-heat or other skin irritation. Well adapted for regular bath and toilet use by its purity, antiseptic properties and pleasant perfume.

Which meets your special need? Each suits the climate.

SPORTS! SPORTS!!

CRICKET

TENNIS

HOCKEY

FOOTBALL

GOLF

CROQUET, ETC., ETC.

SEE OUR GOODS

BEFORE

PURCHASING

ELSEWHERE.

PRICES MODERATE.

WRITE FOR CATALOGUE.

JOHN ROBERTS & CO., LD.,

SPORTS GOODS MANUFACTURERS, BOMBAY.

TELEGRAMS: "BILLIARDS," BOMBAY.

[1134-3]

"SHACKELL"

"SEAL" RED PRINTING INK IS ABSOLUTELY THE BRIGHTEST RED ON THE MARKET.

SAMPLE GRATIS

SHACKELL EDWARDS & CO., LTD.

PRINTING INK MAKERS.

ESTABLISHED 1786

HEAD OFFICE—5, RED LION PASSAGE, FLEET STREET, LONDON, E.C. Hongkong, 16th October, 1907.

SHIPPING

ARRIVALS

AMERICA, German str., 5,143, Dimal, 4th Oct.—
Foolchow 2nd Oct. General—Hamburg—
America Line.
DEUTSCHLAND, German str., 9,060, G. Meiners,
4th Oct.—Yokohama 24th Sept. Mails and
General—Molchors & Co.
HAIKUN, British str., 641, A. H. Stewart, 4th
Oct.—Swatow 3rd Oct. General—
Douglas, Harprik & Co.
HAIKUN, Norwegian str., 1,066, Anderson,
4th Oct.—Bangkok 25th Sept. General—
Augard, Thorsen & Co.
HANGCHOW, British str., 999, R. Robertson,
4th Oct.—Swatow 3rd Oct. Ballast—
Butterfield & Swire.
HONGKONG, French str., 739, A. Cornelissen,
3rd Oct.—Hoihow 2nd Oct. General—
A. R. Marty.
INDRAPURA, British str., 3,132, Mansfield, 4th
Oct.—Now York 22nd July, General—
Jardine, Matheson & Co.
KANSAI, British str., 1,234, J. Tabbia, 4th
Oct.—Wuhu 29th Sept. Rice—Butterfield
& Swire.
KANSAN, British str., 1,299, Chas. Wawn, 4th
Oct.—Saigon 28th Sept. Meal and Rice—
Bradley & Co.
NIPPON MARU, Japanese str., 3,452, H. S.
Smith, 4th Oct.—San Francisco 6th
September, General—Toyo Kisen Kaisha.
OMURU MARU, Japanese str., 1,870, Yamashita, 4th
Oct.—Yokohama 28th September, Coal—
Mitsui Bussan Kaisha.
RUBI, British str., 1,618, R. Rodgers, 3rd
Oct.—Manila 1st October, General—
Shewan, Tomes & Co.
RUBINIA, Russian str., 3,643, A. Domb, 4th
Oct.—Shanghai 30th Sept. Beans and
Bean oil—Molchors & Co.
YUENANG, British str., 1,128, P. H. Rolfe,
3rd Oct.—Manila 30th Sept. Hemp and
General—Jardine, Matheson & Co.

CLEARANCES

AT THE HARBOR MASTER'S OFFICE.
4th October.
HONGKONG MARU, Japanese str., for Shanghai.
DERFFLINGER, German str., for Europe, &c.
HAIKUN, British str., for Swatow.
HAIKUN, Japanese str., for Singapore.
KANSAI, British str., for Canton.
KORAI, German str., for Bangkok.
OMURU MARU, Japanese str., for Canton.
SCOTLAND MARU, Japanese str., for Meiji.

DEPARTURES

4th October.
DEUTSCHLAND, British str., for Singapore.
HAIKUN, British str., for Swatow.
KORAI, Japanese str., for Wakamatsu.
NANCHANG, British str., for Canton.
TAMING, British str., for Manila.

SHIPPING REPORTS

The British str. Kansai reports: Fresh N.E.
winds and high sea, fine weather.
The British str. Rubi reports: Strong breeze
high sea, cloudy and gloomy weather.
The British str. Nanchang reports: From
Yokohama to Peking, fresh gale beginning at
N.N.W. and finishing at S.W. with heavy sea;
Parcels to Hongkong, strong N.E. monsoon
and high sea.

VESSELS IN DOCK

September 26th.
TAIKOO DOCK—Union, Singkong.

VESSELS ON THE BERTH

SOCIETA ANONIMA NAZIONALE DI
SERVIZI MARITIMI
SEDE IN ROMA.

STEAM FOR BOMBAY

VIA SINGAPORE AND PENANG.
Having connection with Company's Mail
Steamers to PORT SAID, MESSINA,
NAPLES, LONDON and GENOA, also
VENICE and TRIESTE, all MEDITER-
RANEAN, ADRIATIC, LEVANTINE and
SOUTH AMERICAN PORTS up to CALLAO.
(Taking Cargo at through rates to PERSIAN
GULF and BAGDAD, also BARCELONA,
VALENCIA, ALICANTE, ALMERIA and
MALAGA.)

THE Steamship

"ISCHIA."
Captain Beletto, will be despatched as above
on WEDNESDAY, the 12th Oct., at NOON.
For further particulars regarding Freight
and Passage, apply to
CARLOWITZ & Co.,
Agents.
Hongkong, 30th September, 1910. [4]

"SHIRE" LINE OF STEAMERS, LTD.

FOR LONDON, DUNKIRK AND
ANTWERP.

THE Steamship

"GLAMORGANSHIRE."
Captain H. C. Norris, will be despatched as
above on or about the 12th inst.
For Freight or Passage, apply to
JARDINE, MATHESON & Co., LTD.,
Agents.
Hongkong, 4th October, 1910. [149]

"INDRA" LINE, LIMITED.

FOR BOSTON AND NEW YORK.

THE Steamship

"INDRAWADI."
Captain W. Gray Williams, will be despatched
as above on or about the 13th October.
For Freight or Passage, apply to
JARDINE, MATHESON & Co., LTD.,
Agents.
Hongkong, 20th September, 1910. [168]

HONGKONG—NEW YORK.



AMERICAN ASIATIC STEAMSHIP CO.
FOR NEW YORK VIA PORTS AND SUEZ
CANAL.
(With Liberty to call at the Malabar Coast.)

"INDRAVELLI." On or about 21st
October.
For freight and further information
apply to—
SHEWAN, TOMES & Co.,
General Agents.
Hongkong, 23rd September, 1910. [1103]

PENINSULAR & ORIENTAL
STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON 1911.

PROPOSED SAILINGS OF MAIL STEAMERS

FOR
MARSEILLES AND LONDON.
TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &C.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Steamers	Tons	Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due MARSEILLES (Brindisi 2 days earlier)	Due LONDON (1 day later)
DELHI	8000	February 4	MANTUA	March 4	March 10
ARCADIA	7000	February 13	MALWA	March 18	March 24
ASSAYE	7500	March 4	MACEDONIA	April 1	April 7
MARMORA	10500	March 18	(Through Steamer calling at Bombay)	April 15	April 21
DEVANHA	8000	April 1	MOLDAVIA	April 29	May 5
DELHI	8000	April 15	MONGOLIA	May 13	May 19
ASSAYE	7500	April 29	MOREA	May 27	June 2
BETTA	8000	May 13	MOOLTAN	June 10	June 16

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong or at the time of Booking.

FARES TO LONDON (including Suez):

1st SALOON £71.10 SINGLE £136.14 RETURN.

2nd SALOON £43.10 SINGLE £82.12 RETURN.

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

Steamers	Tonnage	Leave HONGKONG	Due LONDON
* SUNDIA	4700	January about 25	March 11
* NUBIA	5900	February 8	March 25
* SYRIA	6600	March 22	April 24
* NOBIA	6700	March 28	May 6
* PALAWAN	4700	April 5	May 22
* BOERNEO	4600	April 19	June 5
* SICILIA	6700	May 3	June 19
* SUMATRA	4600	May 31	July 17
* NILE	6700	June 14	July 31

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES

FARES TO LONDON (including Suez):

1st SALOON £55.10 SINGLE £105.10 RETURN.

2nd SALOON £33.10 SINGLE £65.10 RETURN.

* Carry 1st and 2nd Saloon Passengers.

For further Particulars, apply to—

E. A. HEWETT,
SUPERINTENDENT.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, VANCOUVER, B.C. & SEATTLE

VIA SHANGHAI, MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	To Sail on or About
* KUMERIC	6,232	G. B. McGill	20th October.
* AYMERIC	4,362	J. Boyd	20th November.

Calling at Amoy and Keelung if sufficient inducement offers.

* These Steamers are specially fitted for the carriage of Asiatic Steamer Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to

DODWELL & CO., LIMITED,
GENERAL AGENTS.
QUEEN'S BUILDINGS.

Hongkong, 9th September, 1910. [8]

CANADIAN PACIFIC RAILWAY CO'S
ROYAL MAIL STEAMSHIP LINE.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER SAVING 5 to 7 DAYS' OCEAN TRAVEL.

From Hongkong	8th Oct.	From Quebec	4th Nov.
"EMPRESS OF JAPAN" Sat.	8th Oct.	"EMPRESS OF IRELAND" Fri.	4th Nov.
"EMPRESS OF CHINA" Sat.	29th Oct.	"ALLAN LINE" Friday	25th Nov.
"MONTEAGLE" Tuesday	8th Nov.		
		From St. John, N.B.	16th Dec.
"EMPRESS OF INDIA" Sat.	19th Nov.	"EMPRESS OF BRITAIN" Fri.	16th Dec.
"EMPRESS OF JAPAN" Sat.	17th Dec.	"ALLAN LINE" Friday	13th Jan.
"EMPRESS OF CHINA" Sat.	14th Jan.	"ALLAN LINE" Friday	10th Feb.

"Empress" Steamships leave HONGKONG at 6 P.M. at 12 NOON.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at ST. JOHN or QUEBEC with the Company's New Palatial "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

The "EMPRESS" steamers on the Pacific and on the Atlantic are equipped with the Marconi Wireless apparatus.

Hongkong to London, 1st Class via Canadian Atlantic Ports or New York £71.10

Intermediate on Steamers £243

1st Class Railway £245

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

R.M.S. "MONTEAGLE," carries Intermediate Passengers only, at Intermediate rates

affording superior accommodation for that class.

Passengers booked through to all ports and AROUND THE WORLD.

SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars of application from Agents.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. GRADDOCK, General Traffic Agent for China, Corner Polder Street and Praya, opposite Blake Pier

NORDDEUTSCHER LLOYD. BREMEN
IMPERIAL GERMAN MAIL
LINES.

FOR	STEAMERS	TONS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	"DERFFLINGER"	17,000	Wedday, 5th Oct., at Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"YORCK"	17,000	About 5th Oct.
MANILA, ANGAUR, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"COBLENZ"	6,750	Saturday, 8th Oct., at Daylight
YOKOHAMA & KOBE	"PRINZ WALDEMAR"	6,100	About 18th October
KUDAT and SANDAKAN	"BOERNEO"	5,050	End of October.

For further Particulars, apply to

NORDDEUTSCHER LLOYD,
MELOCHERS & Co.,
GENERAL AGENTS HONGKONG & CHINA.

Hongkong, 23rd September, 1910.

PASSENGER SEASON 1911.

IN 25 DAYS TO ITALY

BY THE

MAGNIFICENT N.D.L. LINERS:

DISPLACEMENT.

* "PRINCESS ALICE" - 20,300 - ON MARCH 22ND.
Capt. P. GROSCH.

* "LUETZOW" - 17,300 - ON APRIL 5TH.
Capt. —

* "KLEIST" - 17,000 - ON APRIL 19TH.
Capt. O. PARNKE.

CALLING AT NAPLES, GENOA, ALGIERS, GIBRALTAR AND SOUTHAMPTON

TO LAND PASSENGERS.

* Fitted with Wireless Telegraphy.

Early booking recommended.

For Particulars, apply to

MELOCHERS & Co.,
GENERAL AGENTS.

Hongkong, 15th September, 1910. [1062]

SWEDISH EAST ASIATIC
CO., LTD.

GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION.	STEAMERS.	DATE OF SAILINGS.
SHANGHAI, KOBE, YOKOHAMA & MOJI	"PEKING"	On 15th October.
SHANGHAI, KOBE & YOKOHAMA	"CANTON"	On 5th November.

For Freight and Further Particulars, apply to

TELEPHONE No. 171.

OLOF WIJK & CO., AGENCIES, LTD.

Hongkong, 30th September, 1910. [1085]

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE

VIA SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE & YOKOHAMA	"DUMBEA"	Capt. Rebuffat On 10th Oct., P.M.
MARSEILLES VIA PORTS	"YARRA"	Capt. Ristorcelli On 11th Oct., 1 P.M.
SHANGHAI, KOBE & YOKOHAMA	"TONKIN"	Capt. Charbonel On 24th Oct., P.M.
MARSEILLES VIA PORTS	"OCEANIE"	Capt. Salier On 25th Oct., 1 P.M.

Transhipping on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to—

P. THOMAS, AGENT,
Queen's Building.

Hongkong, 29th September, 1910. [2]

VESSELS ON THE BERTH

REGULAR STEAMSHIP SERVICE.

(WITH LIBERTY TO CALL AT MALABAR COAST).

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK.

S.S. "MUNCASTER CASTLE".

On or about 8th Oct.

For Freight and further information, apply to

DODWELL & Co., Ltd., Agents.

Hongkong, 4th October, 1910. [1079]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR

BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"ASSAYE."

Captain Owen Jones, R.N., carrying 11th

Majesty's Mails, will be despatched from this

for Bombay, &c., on SATURDAY, the 15th

October, 1910, at NOON, taking passengers

and Cargo for the above ports in connection

with the Company's s.s. "INDIA," 7,912

tons, from Colombo, passengers' accommodation

in which vessel is secured before departure

from Hongkong.

Silk and Valuables, all cargo for France and

the for London (under arrangement) will be

transhipped at Colombo into the mail steamer

proceeding direct to Marseilles and London,

other cargo for London, &c., will be conveyed

via Bombay by the R.M.S. "HIMALAYA," due

in London on the 26th November, 1910.

Parcels will be received at this Office until

4 P.M. the day before sailing. The contents

and value of all packages are required.

For further particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 3rd October, 1910. [1]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR

TRIESTE (DIRECT),

Calling at SINGAPORE, PENANG

CALCUTTA, COLOMBO, ADEEN,

SUEZ AND PORT SAID.

(Taking Cargo at through rates to the BRITISH

to SOUTH AFRICA, PERSIAN GULF, RED

SEA, BLACK SEA, LEVANT, VENICE,

and Adriatic Ports).

THE Company's Steamship

"AUSTRIA."

Captain Raich, will be despatched as above on

WEDNESDAY, 26th OCT., P.M.

This Steamer has capital accommodation for

passengers, electric light, electric fan in all

cabin, and carries a doctor.

For information as to Passage and Freight

apply to

SANDER, WIELER & Co.,
Agents,
Princes' Buildings.

Hongkong, 1st October, 1910. [3]

Cutler, Palmer & Co.'s

S

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON AND ANTWERP via SINGAPORE, PEN- ANG, COLOMBO, PORT SAID and MARSEILLES	SYRIA Capt. D. C. Gregor, R.N.R.	5 P.M., 5th Oct.	Freight and Passage.
TAKAO, SHANGHAI, PUNO, HANKOW, NAGASAKI, MOJI, KOBE and YOKOHAMA	PESHAWUR Capt. C. E. Lockstone, R.N.R.	Daylight, 6th Oct.	Freight only.
SHANGHAI, MOJI, KOBE and YOKOHAMA	BORNEO Capt. W. H. S. Hall	About 9th Oct.	Freight and Passage.
SHANGHAI	DEVANHA Capt. H. Powell	About 13th Oct.	Freight and Passage.
LONDON via USUAL PORTS or CALL	ASSAYE Capt. Owen Jones, R.N.R.	Noon, 15th Oct.	See Special Advertisement.

For Further Particulars, apply to

E. HEWETT,
Superintendent.

Hongkong, 5th October, 1910

CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL
CHIEFOO & TIENSIN	"HUICHOW"	On 6th Oct., Light.
HONGKONG & HAIPHONG	"SINGAY"	On 6th Oct., Noon.
SHANGHAI	"CHINHUA"	On 6th Oct., 3 P.M.
SHANGHAI & NEWCHANG	"NANCHANG"	On 6th Oct., 4 P.M.
SHANGHAI & CEBU	"SUNGKIANG"	On 8th Oct., 4 P.M.
SHANGHAI	"ANHUI"	On 9th Oct., M'night
SHANGHAI	"TEAN"	On 11th Oct., 4 P.M.
SHANGHAI	"KALFONG"	On 13th Oct., 4 P.M.
SHANGHAI	"CHENAN"	On 15th Oct., 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light, throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

PASSAGE SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINTAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

FARE, \$45 SINGLE and \$80 RETURN. Telephone 36.
For Freight or Passage apply to—
HONGKONG, 5th October, 1910.

BUTTERFIELD & SWIRE,
AGENTS. 10

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHOW AND RETURN.

STEAMSHIPS	CAPTAIN	LEAVING.
"HAICHING"	Capt. W. C. Pasmore	FRIDAY, 7th Oct., at 11 A.M.
"HAITAN"	Capt. J. W. Evans	TUESDAY, 11th Oct., at 11 A.M.
"HAITANG"	Capt. A. E. Hodgins	FRIDAY, 14th Oct., at 11 A.M.

For SWATOW AND RETURN.

(Occupying 3 Days).

HAIMUN" Capt. A. H. Stewart | WED'DAY, 5th Oct., at 11 A.M. || | | SUNDAY, 9th Oct., at 11 A.M. |

Steamers will arrive at and Depart from the Company's Wharf (near Black Pier).
For Freight and Passage apply to—
HONGKONG, 5th October, 1910.

DOUGLAS, LARSEN & Co.,
GENERAL MANAGERS.

INDO-CHINA S. NAV. CO., LD.

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE & MOJI	"KUTSANG"	Wed'day, 5th Oct., 4 P.M.
MANILA	"YUENSANG"	Friday, 7th Oct., 4 P.M.
SINGAPORE, PENANG & CALOUTTA	"NAMSANG"	Saturday, 8th Oct., Noon.
TIENSIN	"CHEONGSHING"	Monday, 10th Oct., Noon.
SANDAKAN	"MAUSANG"	Monday, 10th Oct., Noon.
MANILA	"LOON-SANG"	Friday, 14th Oct., 4 P.M.

RETURN TOUS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUTSANG," "NAMSANG" and "YUENSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

* Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

* Taking Cargo on Through Bills of Lading to Yangtze Ports, Choke, Tiensin & Newchwang.

* Taking Cargo on Through Bills of Lading to Kudat, Lahad, Datu, Simporna, Two Usukan, Jesselton and Labuan.

Telephone No. 215, Sub. Exch. 4.
For Freight or Passage apply to—
HONGKONG, 5th October, 1910.

JARDINE, MATHESON & Co., LTD.,
GENERAL MANAGER.

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD.,

ST. PETERSBURG & VLADIVOSTOK

PROJECTED SAILINGS FROM HONGKONG.

DESTINATION	STEAMERS	DATE OF SAILING
COPENHAGEN	"TRANQUEBAR"	On 20th October.
SHANGHAI, YOKOHAMA and KOBE	"SIAM"	On 6th December.

For Further Particulars apply to

Hongkong, 1st October, 1910

MELOHERS & CO.,
AGENTS. 16

NIPPONYUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGA- PORE, PENANG and COLOMBO and PORT SAID	IVO MARU Capt. R. Takoda HIRANO MARU Capt. H. Fraser TANGO MARU Capt. A. Christensen	7,000 9,000 8,000	WED'DAY, 12th Oct., at Daylight. WED'DAY, 26th Oct., at Daylight. WED'DAY, 9th Nov., at Daylight.
VICTORIA B.C. & SEATTLE	SADO MARU Capt. S. Horiuchi	7,000	SATURDAY, 5th Nov., from Kona.
VICTORIA, B.C. and SEATTLE, via SHANG- HAI, MOJI, KOBE YOKKAICHI, and YOKO- HAMA	INABA MARU Capt. K. Kawara TAMBA MARU Capt. K. Sato	7,000 7,000	TUESDAY, 11th Oct., at Noon. TUESDAY, 8th Nov., at Noon.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	NIKKO MARU Capt. M. Yagi KUMANO MARU Capt. M. Winkler	6,000 6,000	FRIDAY, 28th Oct., at Noon. FRIDAY, 25th Nov., at Noon.
NAGASAKI, KOBE and YOKOHAMA	KUMANO MARU Capt. M. Winkler BINGO MARU Capt. S. J. G. Parsons	6,000 8,000	WED'DAY, 26th Oct., at Noon. WED'DAY, 12th Oct., at Noon.
SHANGHAI, MOJI and KOBE	KAMO MARU Capt. F. L. Sommer CEYLON MARU Capt. Fred. Pyno	9,000 6,000	THURSDAY, 13th Oct., at 5 P.M. TUESDAY, 18th October.

Fitted with New System of Wireless Telegraphy. † Cargo only. * Carries Deck Passengers.

PASSENGER SEASON, 1911.

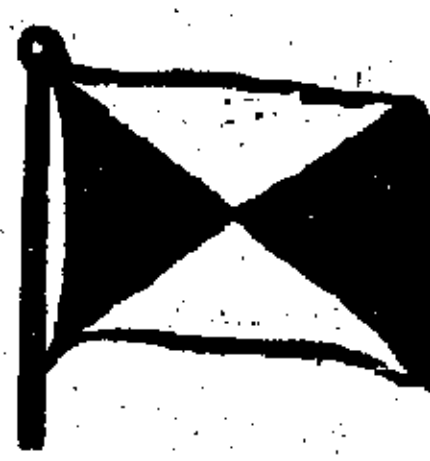
SAILINGS AND PASSAGE RATES FROM HONGKONG.

Steamers.	Tons.	Leave H.K.	RATES OF PASSAGE.
MIYASAKI MARU	9000	15th Feb.	To London, per New Steamer.
KITANO	9000	1st Mar.	1st Class S Y. 550.00
IYO	9000	15th "	" " " " 825.00
HIRANO	9000	29th "	" " " " 360.00
TANGO	8000	12th April	" " " " 540.00
KAMO	9000	26th "	" " " " 500.00
AKI	7000	10th May	" " " " 7.00
MISHIMA	9000	24th "	" " " " 330.00
			" " " " 495.00

VICTORIA, B.C., & SEATTLE, WASH., U.S.A.

Steamers.	Tons.	Leave H.K.	RATES OF PASSAGE.
AWA MARU	7000	28th Feb.	To Pacific Coast Common Points:
INABA	7000	28th Mar.	1st Class S £30
TAMBA	7000	25th April	To London via New York: 2nd Class S £21
AWA	7000	23rd May	via St. Lawrence: 1st Class S £29

For further information as to Freight, Passage, Sailings, &c., apply at
HONGKONG, 7th September, 1910.

T. KUSUMOTO,
MANAGER. 113-125

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
BUBI	2540	R. Rodger	Manila	On 8th Oct., Noon.
ZAFIRO	2540	A. Fraser	Manila	On 15th Oct., Noon.

For Freight or Passage apply to
HONGKONG, 3rd October, 1910.

SHEWAN, TOMES & Co.
General Managers. 112

HAMBURG-AMERIKA LINIE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,
to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British
Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean
Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMEWARD.
FOR SHANGHAI, KOBE & YOKOHAMA:	FOR HAVRE, BREMEN & HAMBURG:
S.S. ARMENIA	S.S. AMBRIA
S.S. SENEGAMBIA	FOR HAVRE, HAMBURG & ANTWERP:
S.S. SUEVIA	S.S. BADENIA
S.S. WESTPHALIA	FOR HAVRE & HAMBURG:
S.S. ARABIA	S.S. ALESIA
S.S. SCANDIA	FOR HAVRE & HAMBURG:
S.S. BRINGAVIA	S.S. C. FRED. LAEISZ 23rd Oct.
S.S. SLAVONIA	FOR BREMEN, HAVRE & ANTWERP:
	S.S. BELGAVIA
	FOR MARSEILLES, HAVRE & HAMBURG:
	S.S. ARMENIA

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 29th September 1910. 111

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR
CALLAO, IQUIQUE, VALPARAISO, ETC., VIA MOJI, KOBE, YOKOHAMA,
HONOLULU, MANZANILLO and SALINA CRUZ (Mexico).

STEAMERS	TONS.	SAILING DATES.
S.S. BUYO MARU	10,500 tons gross	Sail Oct. 22nd at Noon.
S.S. HONGKONG MARU	11,000 "	Dec. 21st, at Noon.
S.S. KIYO MARU	17,200 "	About Mid. Feb. 19

For particulars apply to

N. YAMADA, Acting Manager.

TOYO KISEN KAISHA, King's Building.
Hongkong 1st September, 1910. 4031

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIMAH	JAVA	First half of Oct.	JAPAN	First half of Oct.
TJILIWONG	JAPAN	First half of Oct.	JAVA	First half of Oct.
TJIKINI	JAVA	First half of Oct.	SHANGHAI	First half of Oct.
TJIPANAS	JAVA	Second half of Oct.	JAPAN	Second half of Oct.
TJIBODAS	JAVA	Second half of Oct.	SHANGHAI	Second half of Oct.
TJILATJAP	JAVA	First half of Nov.	JAPAN	First half of Nov.

The Steamers are all fitted throughout with Electric Light and have accommodation for
a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports
on through Bills of Lading.

For Particulars of Freight and Passage, apply to the
JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor. Telephone No. 375.

Hongkong, 5th October, 1910. 116

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with
THE CHICAGO, MILWAUKEE AND PUGET SOUND
RAILWAY AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.
(The only direct train service, without transshipment, also shortest
and fastest route, from the Pacific Coast to Chicago). Taking
cargo on through Bills of Lading to all Overland Common Points
in the U.S.A. and Canada, also to the principal ports in Mexico,
Central and South America.

FOR	STEAMERS	TONS (Gross-reg.)	LEAVES.
VICTORIA B.C. & TACOMA via MOJI, KOBE and YOKOHAMA	"SEATTLE MARU" Capt. T. Sato "CHICAGO MARU" Capt. I. Sato	6,182 6,182	WED'DAY, 5th Oct., at Noon. WED'DAY, 2nd Nov., at Noon.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for storage
Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low
Rates. Best adapted rooms for carrying Silk, Treasure and Porcelain. Special attention
given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
SHANGHAI via SWATOW, AMOY & FOOCHOW	"BUJUN MARU" Capt. S. YAMANE	FRIDAY, 7th Oct., at 10 A.M.
TAMSUI via SWATOW & AMOY	"DAIGI MARU" Capt. H. MURAYAMA	SUNDAY, 9th Oct., at 10 A.M.

CHEAPEST THROUGH PASSAGE to NANKING, in connection with The Nishin
Kisen Kaisha's Steamers at Shanghai, for The NANKING EXPOSITION.

HONGKONG-NANKING, RETURN.

1ST CLASS.	2ND CLASS.	3RD CLASS.
\$73.00	\$55.00	\$27.00.

1st and 2nd Class Passengers have the option of travelling by Rail between Shanghai
and Nanking.

Fair Speed. Superior Passenger Accommodation. Electric Light throughout.

First Class Cuisine.

The Newly Built Steamers "CHOSHUN MARU" and "BUJUN MARU" have First Class
Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local
Branch Office, at Second Floor, No. 1, Queen's Buildings.

703] S. HIROI,
MANAGER

THOS. COOK & SON, TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.
TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS
SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

OFFICIAL AGENTS FOR THE OBERAMMERGAU PASSION
PLAYS of 1910, AND THE ANGLO-JAPANESE EXHIBI-
TION of 1910.

Head Office for the Far East:—
16, DES VŒUX ROAD,
HONGKONG.

Japan Office.
32, WATER STREET
YOKOHAMA.

O. B. ICE

Made from distilled water only. Quadruplicate
filtration. Absolute purity assured. Plant open
to inspection at all times.

ORIENTAL BREWERY, LTD.,

BREWERS AND MANUFACTURERS OF ICE,

DEPOT: 55 & 57, DES VŒUX ROAD.

157

